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MASSACHUSETTS Port Authority's proposals to dramatically increase minimum landing fees at Boston's Logan Airport and institute peak-hour charges will be challenged in court unless substantial changes are made in the final rule. New fee structure will be opposed by a coalition of groups including general and corporate aviation, regional carriers, air taxi operators and possibly even large airlines who also have small aircraft operations.

NEARLY 140 INDIVIDUALS, representing over 100 companies, had contacted the National Air Transportation Association by the end of last week to say they will attend a meeting Dec. 1 in St. Louis to discuss ways to expand the general aviation marketplace (BA, Nov. 16/153). NATA President Larry Burian said anyone concerned about the issue is welcome to attend the session, which is scheduled from 1-5 p.m. at the Airport Marriott Hotel.

AIRCRAFT attempting to fly into Washington National Airport last Tuesday morning were delayed for up to 45 minutes because FAA halted arrivals to avoid interfering with retirement ceremonies for Defense Secretary Caspar Weinberger. Those ceremonies included a series of fly-bys over the Pentagon by a variety of military aircraft, including the B-1 bomber.

IMPACT of EPA's proposed financial responsibility requirements on operators of underground storage tanks was addressed last week by Rep. Richard Ray (D-Ga.) who observed, "The way this legislation is drafted, it's going to clean up the environment by cleaning out small businesses."

$156 PEAK-HOUR MINIMUM GA LANDING FEE PROPOSED AT BOSTON LOGAN

Massachusetts Port Authority (Massport) is considering a proposal to double the current minimum landing fee at Boston's Logan International Airport, establish peak-hour and terminal-use surcharges and give priority to large aircraft operations. Current landing fee minimum at Logan is $25, which would be doubled to $50 under the proposal. In addition, a peak-hour surcharge of $41 would be assessed for aircraft landing between 7-9 a.m. and 4-6 p.m. Finally, all general aviation users would have to pay a $65 terminal use fee, raising minimum cost of flying into Logan during peak hours to $156. Plan also would modify the weight-based landing fee for commercial aircraft from $1.31 per 1,000 pounds to 72 cents, but including the $91 peak-hour minimum in each calculation.

Massport Executive Director David Davis, testifying last week before the Senate Commerce Committee, said Massport also will submit for DOT/FAA review and approval a plan to allow the airport to administer a "priority reservations system" that would determine the optimal number of allowable operations and assign those operations on the basis of the number of seats per aircraft, with priority being given to the largest aircraft. Some reservations would be held aside from the seat allocation mechanism to permit a cash auction of reservations, "preserving the right of any party to gain peak-hour access," said Davis.

Jonathan Howe, president of the National Business Aircraft Association said that "a 'priority reservation system' is a local slot allocation system and that is illegal. It is a violation of federal law and the FAA would not permit it to happen." In regard to the proposed fee structure, Howe said

(Continued on the following page)

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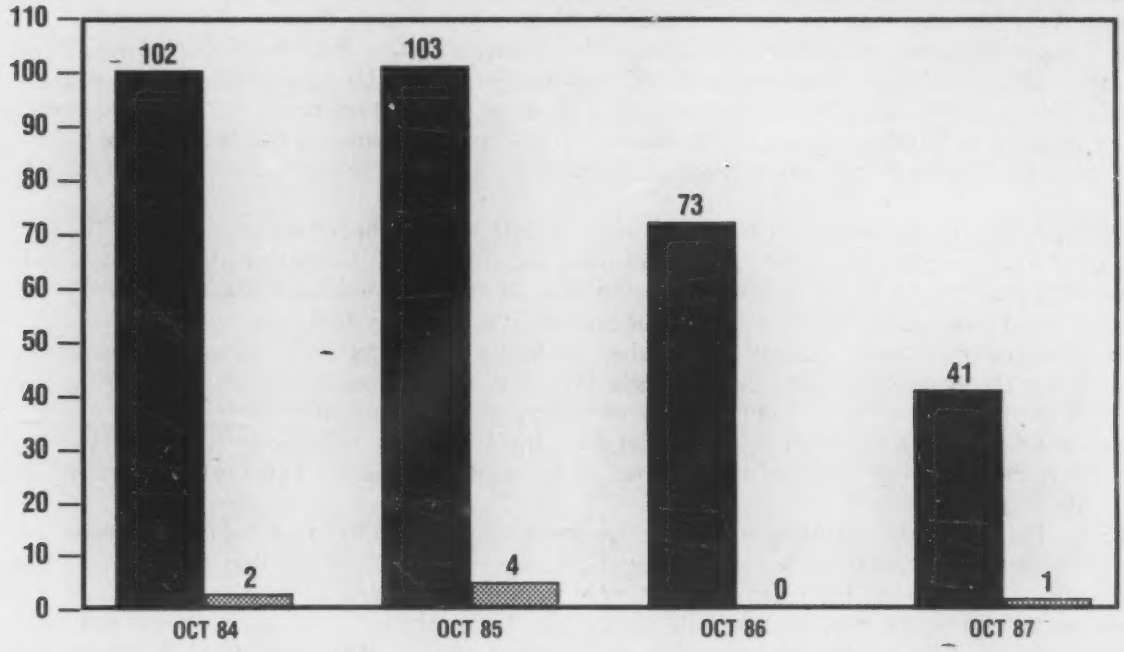
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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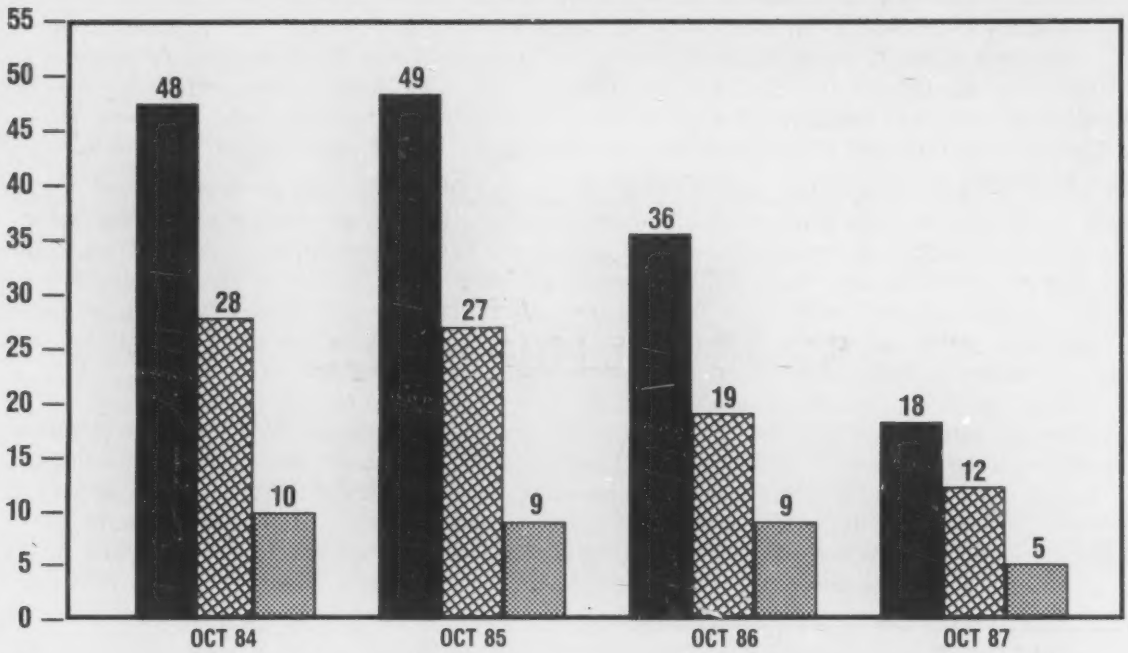

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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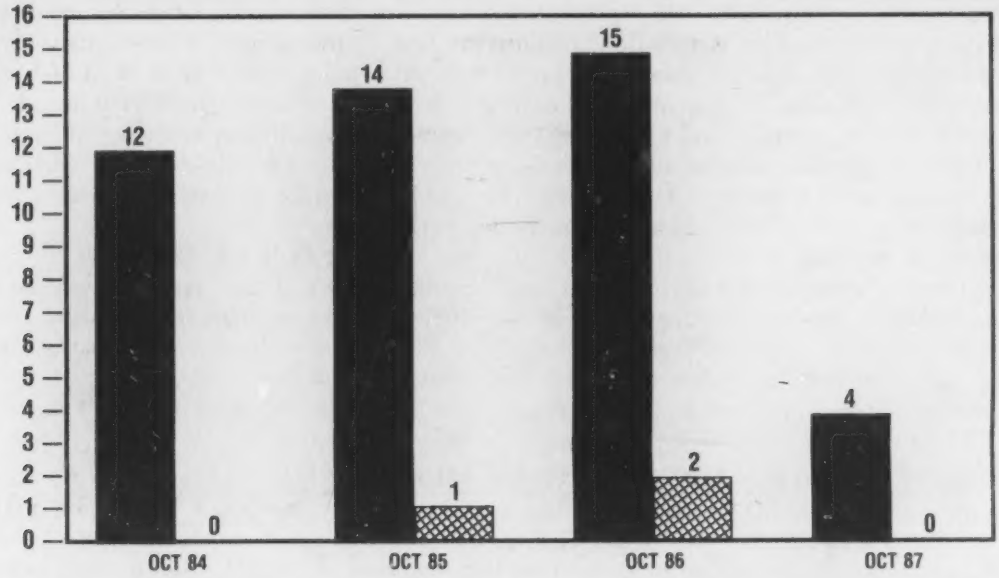
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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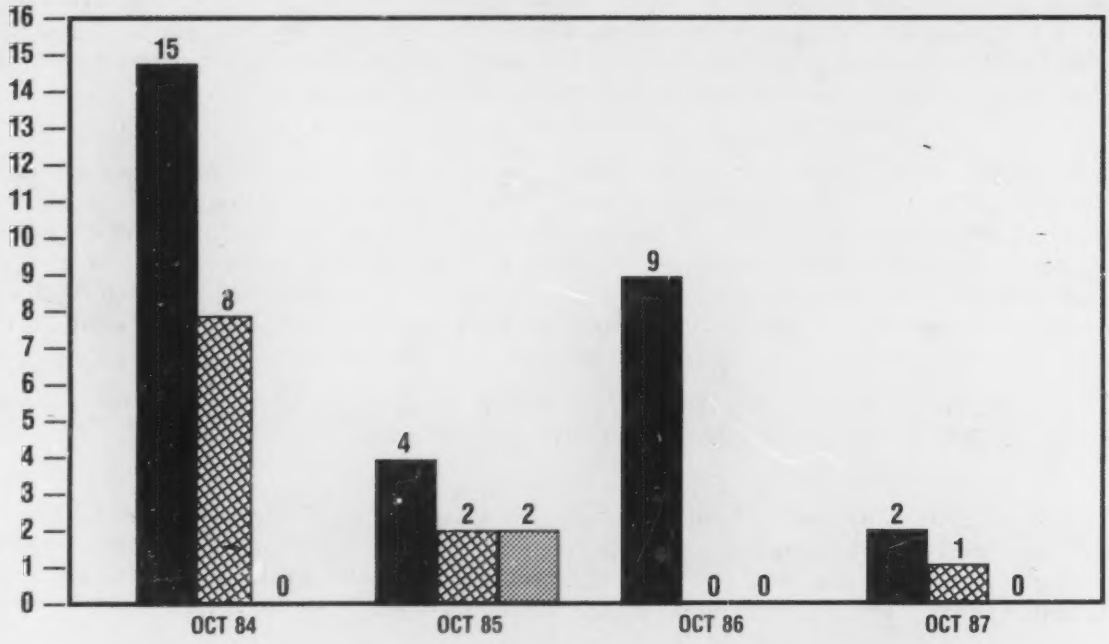

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Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

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NOTE

ONLY THE FOLLOWING PAGES OF THIS

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